

**Early Action Compact Milestone  
June 2003 Progress Report**

Upstate Counties of Anderson, Greenville, and Spartanburg (South Carolina)

**1. Document progress in developing stakeholder process, including, for example, roles and responsibilities of various stakeholder groups, list of stakeholders, brief summary of stakeholder meetings, stakeholder involvement in development of initial list of control measures, etc.**

With the execution of the Early Action Compact in December 2002, the County Councils of Anderson, Greenville, and Spartanburg Counties set in motion a series of activities toward achieving emissions reductions under the US Environmental Protection Agency's 8-hour ozone rulemaking. Each County Council appointed seven (7) members to represent their respective Counties in the Upstate Air Quality Steering Committee as follows:

**Anderson County**

Jim Burt  
Victor Carpenter  
John Lummus  
W. Ray Partain  
Dr. Ken Williams  
Al Young  
Reggie Hawthorne

**Greenville County**

Howell Clyborne  
Phil Conner  
George Fletcher  
Jerry Howard  
Phillip Shoopman  
Dr. Robert Taylor  
Dennis Waldrop

**Spartanburg County**

David Britt  
Mike Forrester  
Mike Manning  
Don Woodward  
Diane Lambert  
Whit Kennedy  
Bob Allen

The Upstate Air Quality Steering Committee met on February 24, 2003, March 25, 2003, April 22, 2003, and May 13, 2003. Copies of the Resolutions, executed Early Action Compact, and minutes are included as Attachment "A".

The local Planning Commissions coordinated efforts and resources from the community to form the Air Quality Staff Advisory Committee to technically assist the Steering Committee. The Staff Advisory Committee included members of the community with technical expertise on environmental matters, energy production, industrial manufacturing, public policy, transportation, planning and development, etc. Members of the Steering Committee also participated in the Staff Advisory Committee meetings and discussions (see Attachment "B"). The Staff Advisory Committee held several meetings to establish a path forward, to gain knowledge of the plans from the petroleum industry regarding low sulfur fuels, to discuss strategies, which would help in attaining clean air standards, and other related matters. Copies of the minutes are included as Attachment "C".

Both Committees met at different locations in all three Counties to afford the opportunity for those interested to attend the meetings. The meetings were advertised on the County's website calendar of events, weekly agendas and were open to the public and the media (see Attachment "D"). In addition, members of both Committees and approximately fifty community leaders and industry representatives attended the Upstate Air Quality Discussion Series: A Dialog on Control Strategies for O<sub>3</sub> Attainment on February 25, 2003 (see Attachment "E").

**2. Report progress on evaluating and selecting emission reduction measures for the local control strategy.**

See June 16, 2003 submittal List of Emission Reduction Strategies Under Consideration.

**3. Describe public outreach activities (press coverage, public presentations, websites, etc.)**

The Air Quality Steering Committee and the Staff Advisory Committee met at different locations in all three Counties to afford the opportunity for those interested to attend the meetings. The meetings were advertised on weekly agendas and the County website calendars of events and were open to the public and the media (see Attachment "D").

The Committees encouraged the public to attend and participate at the Upstate Air Quality Steering Committee meeting on May 13, 2003 when the list of strategies under consideration was reviewed and approved (see Attachment "F" – Public Service Announcement). In addition, a website has been created and will be regularly updated to provide information on activities related to these efforts ([www.upstatecleanair.org](http://www.upstatecleanair.org) -- see Attachment "G").

Refer to the June 2003 Progress Report submitted by SCDHEC for statewide activities.

*Copies of Attachments and backup documentation may be obtained from the  
County Administrator's Office at a cost of 10¢ per page.*

**4. Provide update on modeling/technical planning activities.**

These activities are the responsibility of the State. Refer to the June 2003 Progress Report submitted by the South Carolina Department of Health and Environmental Control, Bureau of Air Quality.

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Early Action Compact Milestone - June 16, 2003

List of Possible Emission Reduction Strategies Under Consideration

Upstate Counties of Anderson, Greenville, and Spartanburg (South Carolina)

Based on stakeholder consultation and taking into consideration resource and political constraints, the following control measures are under consideration pending modeling that demonstrates compliance in 2007 by SCDHEC. It is anticipated these measures under consideration will assist the County of Anderson, Greenville, Spartanburg, South Carolina, in achieving and/or maintaining the 8-hour ozone standard by 2007.

Measure under Consideration	Description of Measure (A more detailed description will be included in the Early Action Plan.)	Estimate of Emission Reductions (if available)	Proposed Date for Implementation	Geographic Area and/or Local Government
1. Support SCDHEC statewide efforts to reduce ozone levels. Priority A	<ul style="list-style-type: none"> <li>Develop stakeholder group to support and participate in modeling efforts.</li> <li>Develop stakeholder group to participate in development of regulations (NOx – BACT (Best Available Control Technology Economically Achievable), restrict open burning).</li> </ul>		Ongoing	Area: Countywide. Agency: SCDHEC, local governments.
2. Designate an Ozone Action Coordinator Priority A	<ul style="list-style-type: none"> <li>Designate a staff person in each County who will be responsible for coordination of counties ozone programs.</li> </ul>		March 2003	Area: Countywide. Agency: local governments.
3. Seek low sulfur fuels as early as possible. Priority A	<ul style="list-style-type: none"> <li>Continue to coordinate with representatives of Colonial and Plantation pipelines, refiners, and State representatives to ensure that the upstate has the opportunity to receive low sulfur fuels at the earliest date as they can be provided.</li> </ul>		Ongoing	Area: Countywide Agency: local governments.
4. Design and implement congestion management and Intelligent Transportation System (ITS) measures. Priority A	<ul style="list-style-type: none"> <li>Implement congestion management projects: intersection and signalization improvements to alleviate traffic congestion, therefore, reducing emissions from idling vehicles;</li> <li>Implement Intelligent Traffic Systems such as automated advisory/alert messages to drivers on interstate highways. For example: advise motorist about an accident ahead and the use of alternate routes to avoid congestion, which minimize emissions from idle vehicles.</li> <li>Encourage and support improved traffic operational planning, engineering and maintenance for existing and future transportation infrastructure.</li> </ul>		2003 and ongoing	Area: Cities and Counties major corridors. Agency: GRATS, SPATS, and ANATS.

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5. Use of alternate fuels. Priority B	<ul style="list-style-type: none"> <li>Direct local Planning Commissions to identify areas where alternative fuels will be best suited.</li> <li>Encourage the use of alternate fuels;</li> <li>Assist with establishing alternative fuel infrastructure for private sector clean fuel fleets. Fuels other than gasoline and diesel that are used to power on-road vehicles. Examples of alternate fuels include bio-diesel, electricity, ethanol, hydrogen, liquefied petroleum gas, methanol, and natural gas.</li> <li>Assist with establishing alternative fuels for public fleets. Fuels other than gasoline and diesel that are used to power on-road vehicles. Examples of alternate fuels include bio-diesel, electricity, ethanol, hydrogen, liquefied petroleum gas, methanol, and natural gas.</li> <li>Encourage a clean-fuel fleet program for centrally fueled fleets of more than 10 vehicles</li> </ul>		Ongoing	Area: Countywide. Agency: local businesses and local governments.
6. Use of hybrid vehicles. Priority A	<ul style="list-style-type: none"> <li>Encourage people, public and private organizations to purchase hybrid vehicles as they replace vehicles/fleet</li> <li>Encourage that 10% of public agencies fleet have hybrid vehicles (use of hybrid vehicles does not require changes in infrastructure for dispensing fuel).</li> </ul>		Counties: 2004-2005. Other local governments as soon as practical.	Area: countywide. Agency: local governments.
7. Use higher efficiency engines for school buses. Priority A	<ul style="list-style-type: none"> <li>Require purchase of high efficiency engines for school buses as they are replaced. In South Carolina, the SC Department of Education is in charge of maintenance of school buses. DHEC is working with SC Department of Education to obtain grants from EPA.</li> <li>Promote an Adopt-a-School-Bus program.</li> <li>Endorse a statewide recommendation for the State to take the lead.</li> </ul>		As soon as practical.	Area: countywide. Agency: State and local governments.
8. Evaluate the use of High Occupancy Vehicle (HOV) lanes using existing lanes.	<ul style="list-style-type: none"> <li>Evaluate use of HOV on three (3) lane interstate highways;</li> <li>Show the advantages of designating HOVs;</li> </ul>		2005	Area: Interstate limited access highways. Agency: SCDOT and

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Priority B	<ul style="list-style-type: none"> <li>Pass laws establishing regulations on HOVs lanes such as the threshold in the number of passengers (perhaps two) in the vehicle using HOVs lanes and time of day for the lane to be designated as HOV (rush hour).</li> <li>Pass laws authorizing issuance of tickets for violations of HOVs lanes regulations, i.e., one-passenger vehicles using HOV lanes on designated hours.</li> </ul>			SCDHEC.
9. Modify speed limits for optimum fuel efficiency. Priority B	<ul style="list-style-type: none"> <li>Direct SCDHEC and SCDOT to take the lead role.</li> <li>Direct Planning Commissions to assist SCDHEC in modeling.</li> </ul>		2005 or 2006	Area: Interstate highways. Agency: State Legislature and SCDOT.
10. Offer free or reduced transportation cost on high ozone days, efficient mass transit. Priority A	<ul style="list-style-type: none"> <li>Encourage transit authorities to offer a free trolley service running in a loop in downtown areas, especially during lunch hours;</li> <li>Establish mass transportation between a plant and a park-and-ride site.</li> <li>Encourage car pooling (see Public Initiative No. 23;</li> <li>Encourage local government to increase pedestrian/bicycle infrastructure spending (the Upstate spends 2¢ per person compared to SC spending 22¢ per person).</li> <li>Establish safer bike routes with better signs marking lanes and routes.</li> <li>Encourage mass transit (transportation choices and alternatives): While the only local mass transit choice that is currently available in some areas is the transit bus, example of future options such as bus rapid transit, commuter passenger service offered by trains on existing rail systems, a diesel multiple unit or "light rail".</li> <li>Increase highway funding for bike paths, walking or mass transit including high-speed rail.</li> </ul>		2004	Area: Countywide. Agency: local transit authorities.
11. Review and update air emission inventory for the Upstate. Priority A	<ul style="list-style-type: none"> <li>Ensure all industrial sources still operating. Review industrial sources for plant closures.</li> <li>Identify major sources of NOx.</li> <li>Map the locations of point sources (10% of point</li> </ul>		As soon as practical	Area: Countywide. Agency: SCDHEC.

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	sources cannot be found). <ul style="list-style-type: none"> <li>Map the specific locations and the area sources where coal is burned.</li> </ul>			
12. Support SCDHEC in evaluating and seeking reductions from major sources based on modeling. Priority A	<ul style="list-style-type: none"> <li>Coordinate with Duke Power to determine what NOx reductions are planned for the Lee Steam Plant.</li> <li>Coordinate with the Williams Company to determine what NOx reductions are planned for the Transco Pipeline.</li> <li>Support NOx reduction strategies in the State Implementation Plan.</li> </ul>		2005	Area: Countywide. Agency: local governments, Chambers of Commerce, utilities, business and industry.
13. Develop a program to offer to purchase or repair smoking vehicles (known as cash for clunkers). Priority A	<ul style="list-style-type: none"> <li>Use funds generated from a license plate sales, registration fees, or license plate tax program to buy or repair high emitting vehicles from individuals.</li> <li>Purchase such vehicles from non-profit groups such as the Kidney Foundation, Goodwill, Salvation Army when they have been donated as charitable gifts.</li> <li>Consider accelerated vehicle retirement (scrappage) programs to encourage vehicle owners to voluntarily retire their vehicles sooner than they would have otherwise.</li> </ul>		2005	Area: countywide. Agency: local governments.
14. Ban open burning of on-site commercial clearing debris during ozone season (April to October). Priority A	<ul style="list-style-type: none"> <li>Use SCDHEC model to determine the most effective method to ban open burning.</li> <li>Discuss modeling results with all local governments to consider adoption.</li> </ul>		2004	Area: countywide. Agency: SCDHEC and local governments.
15. Create incentives for the purchase of high efficiency and low emissions vehicles. Priority A	<ul style="list-style-type: none"> <li>Offer tax credits for vehicles with high efficiency gas consumption or low emissions.</li> <li>Offer tax credits for low mileage vehicles instead of high mileage vehicles.</li> </ul>			Area: countywide. Agency: State and county governments.
16. Develop process for evaluating and minimizing impact of major projects such as shopping centers, schools, and subdivisions. Priority B	<ul style="list-style-type: none"> <li>Study impact of post construction traffic flow.</li> <li>Study impact of construction activities.</li> </ul>		2004	Area: countywide. Agency: local governments.
17. Develop air quality best management	<ul style="list-style-type: none"> <li>Develop a generic list of BMPs.</li> </ul>		2004	Area: countywide.

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practices (BMPs) for construction sites. Priority A	<ul style="list-style-type: none"> <li>Develop management practices for construction debris.</li> <li>Develop management practices for emissions from construction vehicles.</li> <li>Develop management practices for traffic controls during construction.</li> </ul>			Agency: local governments.
18. Use land-use and transportation planning to improve air quality. Priority A	<ul style="list-style-type: none"> <li>Include air quality measures as a part of the land-use and transportation planning process.</li> </ul>		2004	Area: countywide. Agency: local governments.
19. Implement a program to encourage use of green power. Priority A	<ul style="list-style-type: none"> <li>Capture emissions from landfills to produce green power, e.g., BMW is utilizing Palmetto Landfill emissions to produce energy for its plant.</li> <li>Implement a Purchase Green Power program when available. Green power is electricity generated by renewable resources like solar, wind, and even decomposing garbage in selected landfills. These resources are replenished naturally and minimize harm to the environment.</li> </ul>		2004	Area: countywide. Agency: local governments.
20. Promote route efficiency for delivery vehicles, trash collection etc. Priority A	<ul style="list-style-type: none"> <li>Encourage business to consolidate distribution and collection routes to improve efficiency and reduce emissions from their fleets.</li> <li>Maximize route efficiency for public services such as garbage collection, delivery vehicles, and other vehicle trips to reduce fuel usage.</li> </ul>		2004	Area: countywide. Agency: Chambers of Commerce
21. Establish a clean air partnership with business and industry. Priority A	<ul style="list-style-type: none"> <li>Encourage and coordinate alternate work schedules such as staggered work hours for business, industry and local governments.</li> <li>Establish park and ride lots serving perimeter counties along major corridors.</li> <li>Make the public aware of the park-and-ride concept: media could assist in publicizing which programs are available.</li> <li>Encourage carpooling/vanpooling as an option where employees living in the same area agree to ride to work together rather than to drive their individual vehicles to work.</li> <li>Consider parking facility controls that can include</li> </ul>		2004	Area: countywide. Agency: local governments, local business, and Chambers of Commerce.

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	<p>employers offering a tax-free transit/vanpool benefits and which limit the amount of parking and encourage carpooling, mass transit, etc.</p> <ul style="list-style-type: none"> <li>Encourage telecommuting.</li> </ul>			
22. Establish an active public awareness campaign. Priority A	<ul style="list-style-type: none"> <li>Develop an editorial board to discuss air quality issues and development of a relationship with media. <ul style="list-style-type: none"> <li>Use alert messages year round, not only during ozone season.</li> <li>Utilize public service announcements, newspapers, weather channels, and other media outlets to notify citizens of high ozone days.</li> <li>Utilize TV Channels to issue high ozone alerts using the crawl bar at bottom of TV screens.</li> </ul> </li> <li>Encourage health organizations to sponsor ozone alerts in media.</li> <li>Enhance ozone awareness (Outreach - Communication): assign a local agency to develop and implement a program to educate and motivate individuals to take actions to minimize ozone pollution. Includes a focused distribution of educational materials, dissemination of SCDHEC ground-level ozone forecast, increased media alerts to specific audiences, and includes action oriented components (i.e. ridesharing, telecommuting, etc.).</li> <li>Develop a campaign to encourage things such as refueling vehicles during evenings, not topping off tanks when refueling, using lawnmowers during evenings instead of during high ozone hours, using of electric lawn mowers.</li> <li>Develop a license plate program to generate revenue to implement the public awareness campaign.</li> <li>Develop awareness program on tax savings for purchasing high efficiency vehicles.</li> </ul>		2004	Area: countywide. Agency: local governments, local media, health organizations, and Chambers of Commerce.
23. Assist in the development of	<ul style="list-style-type: none"> <li>Encourage Chambers of Commerce to form a</li> </ul>		2004	Agency: Chambers of

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voluntary facility audits to promote energy efficiency. Priority A	coalition to conduct voluntary site visits to help local business and industry find ways to improve energy efficiency. <ul style="list-style-type: none"> <li>Utilize State Energy Office to promote energy efficiency in public buildings.</li> </ul>			Commerce and local business.
24. Promote knowledge-based programs at local universities to develop energy usage reduction, energy production strategies that improve air quality. Priority A	<ul style="list-style-type: none"> <li>Establish programs to research energy efficiencies at local universities, e.g., Institute for Energy Studies at Clemson University.</li> <li>Encourage business and industry to utilize the research from these programs to make the best decision concerning the purchase or upgrade of furnaces and boilers.</li> </ul>		2005	/agency: local universities.

Priority A: those strategies that should be implemented in the short term.

Priority B: those strategies that should be implemented in the long term.

The Upstate Air Quality Steering Committee adopted these strategies on May 13, 2003 and authorized submittal to the County Councils of Anderson, Greenville, and Spartanburg, South Carolina.